

IN THE CLAIMS

Please amend the claims as follows:

1. **(Currently Amended)** A vehicular suspension system, comprising:

in which the lower end of a coil spring (16) is supported on a suspension arm (14) that vertically movably supports a knuckle (14); and

a coil spring with a lower end supported on the suspension arm and an the upper end of the coil spring (16) is supported on a vehicle body,

characterized in that wherein the lower end of the coil spring (16) is lower than a support part (30) where the suspension arm (14) is supported on the vehicle body when no load other than the vehicle body weight is applied to the coil spring, and the lower end of the coil spring (16) is on the a laterally inner side of the vehicle relative to the upper end of the coil spring (16).
- 2-3. **(Canceled)**
4. **(Currently Amended)** A vehicular suspension system, comprising:

in which a suspension arm that vertically movably supports (55, 56) is arranged so that a knuckle, wherein the knuckle rotatably supports an axle and (54) rotates rearward when a rear wheel (Wr) rebounds; and

a shock absorber, wherein characterized in that the a lower end of the shock absorber is disposed coaxially with a coil spring (57) having an upper end thereof supported on a vehicle body and is connected to the knuckle (54) forward of an axle (53) of the rear wheel (Wr).
5. **(New)** A vehicular suspension system, comprising:

a suspension arm that vertically movably supports a knuckle;

a coil spring having opposite ends supported in a lower spring seat on the suspension arm and in an upper spring seat on a vehicle body,

wherein the coil spring has a middle body section that is curved along an axis between the centers of the lower spring seat and upper spring seat when no load other than the vehicle body weight is applied to the coil spring.

6. **(New)** The vehicular suspension system of Claim 5, wherein an angle formed by an upper spring seat supporting the upper end of the coil spring and a lower spring seat supporting the lower end of the coil spring at a time of maximum rebound of a wheel supported by the knuckle is equal to or less than an angle formed by the upper spring seat and the lower spring seat at a time of maximum bump.

7. **(New)** The vehicular suspension system of Claim 6, wherein a straight line running through centers of the upper and lower spring seats is orthogonal relative to the upper and lower spring seats during the time of maximum rebound.